



11 November 2021

## **AUGUSTA STREET URBAN DESIGN ANALYSIS**

*Greenville, SC.*

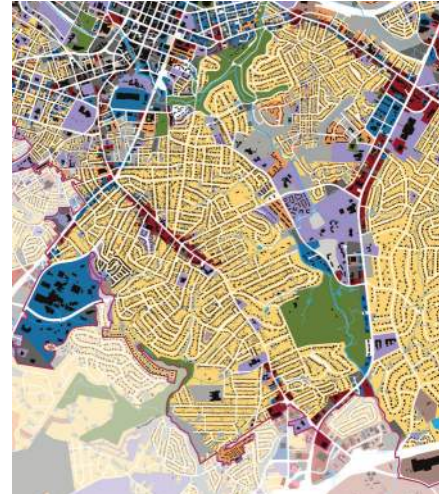


# EXISTING CONDITIONS

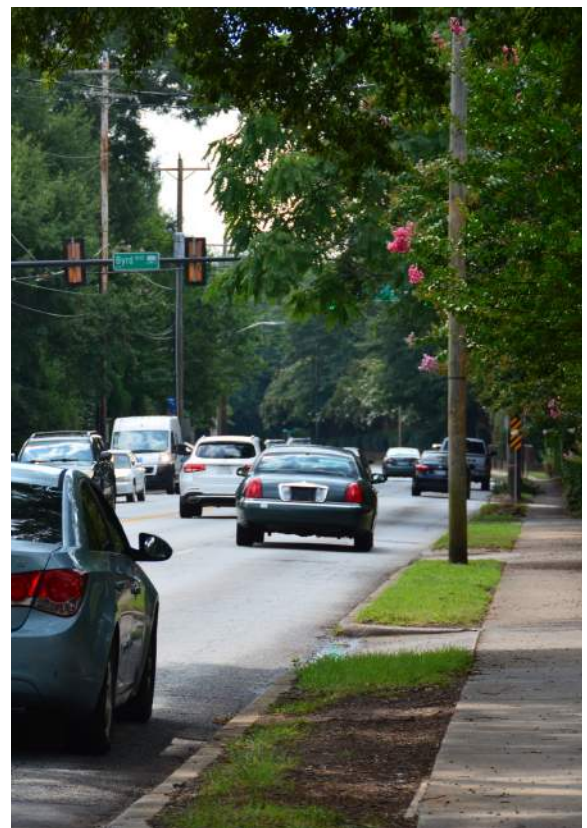
The Augusta Corridor is a primary arterial through the City of Greenville. The critical connector extends from I-85 to the south, serving as a major gateway into Downtown Greenville to the north.

As part of the Augusta Street safety review, this urban design analysis focuses on how safety improvements can contribute to livability for neighborhoods along the corridor. Safety enhancements are part of creating the urban character appropriate to each location. This section offers considerations for future development policies that can improve the pedestrian experience as well as design recommendations of how changes to the existing street, including intersection improvements and lane configurations, can mitigate unsafe conditions while amplifying the sense of community character. Key elements in this section include analysis of:

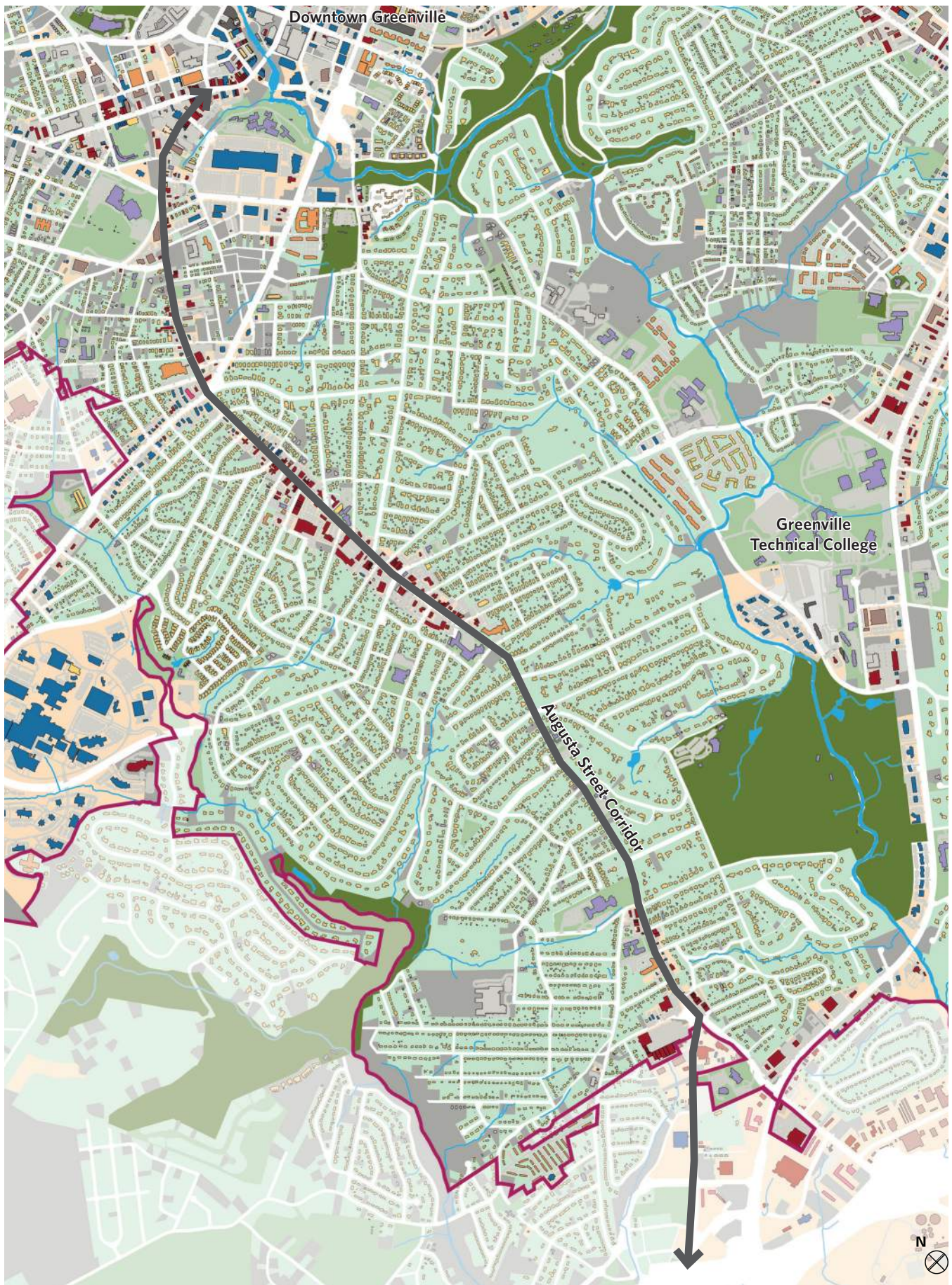
- Existing Pedestrian Conditions
- Site Access and Circulation Patterns
- Current Land Development Frontages
- Future Vision for Land Use Mix
- Existing Site Development Criteria
- Site Access



Land Use Along the Augusta Corridor







A Portrait of Existing Conditions



# URBAN DESIGN OPTIONS

The urban design recommendations for Augusta Street center around creating a pedestrian-friendly and bike-friendly street to encourage safety for all users. The existing corridor has evolved into a street that is handling significant volumes of daily commuter traffic as a dominate pattern while providing access to commercial uses and institutional uses such as churches and schools. The changing character along the corridor requires special emphasis on traffic management approaches that are appropriate to the context of surrounding land use patterns to improve livability.

## SUMMARY RECOMMENDATIONS

- Create a safe, pedestrian-friendly street by expanding sidewalk widths and landscape buffers in areas where lane reduction permits a reallocation of right-of-way use.
- Limit the number of allowable left-turn movements between intersections
- Relocate parking behind or beside buildings on new development
- Prioritize ADA-compliant upgrades to existing bus stops to ensure seamless integration with streetscape infrastructure.
- Consider creating an overlay district with modified site development standards to include: shared pedestrian and bicycle infrastructure; signage; parking; and access management.







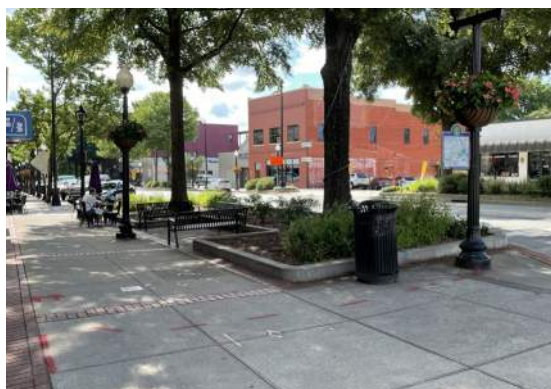
Protected or buffered bike and pedestrian infrastructure allows for safer connectivity on busy corridors



Specific sites along the corridor, like this redevelopment of existing shops at Faris Road, provide examples of how to improve pedestrian infrastructure along busy corridors



Wider sidewalks and landscape buffers with the ability to add plantings, trees, and lighting provide protection and refuge for pedestrians while also creating enhanced experiences



Larger setbacks can include planting as part of the setback by integrating the sidewalk and planting together, or by creating a second layer of pedestrian friendly space at the back of existing sidewalks

# ZONING ANALYSIS

Existing zoning along the corridor includes stretches of permitted commercial and office uses fronting Augusta surrounded with broad areas of single-family residential neighborhoods that rely on Augusta Street for primary access. The zoning classifications include:

## ZONING CLASSIFICATIONS

### **C-4**

The C-4 district is intended to preserve downtown Greenville as the city's center accommodating a unique, high-intensity mix of office, service, retail, entertainment, cultural, government, civic, light manufacturing, and residential uses.

### **C-2**

The C-2 district is intended to provide a limited range of general retail, business, and service uses as well as professional and business offices, but not intensive business or industrial activities, to persons living in surrounding neighborhoods.

### **R-6**

R-6 zoning is designed to preserve and encourage single-family residential development with a minimum lot size of 6,000 sf.

### **R-9**

R-9 zoning is designed to preserve and encourage single-family residential development with a minimum lot size of 9,000 sf.

### **RM-1**

The RM-1 district is designed to encourage a mixture of low-density and medium-density housing types, including multi-family units, townhouses, single-family detached, and single-family attached dwellings. The maximum density for multi-family development is ten units per acre.

### **OD**

The OD district is intended to provide for a wide variety of professional and business offices and institutions.

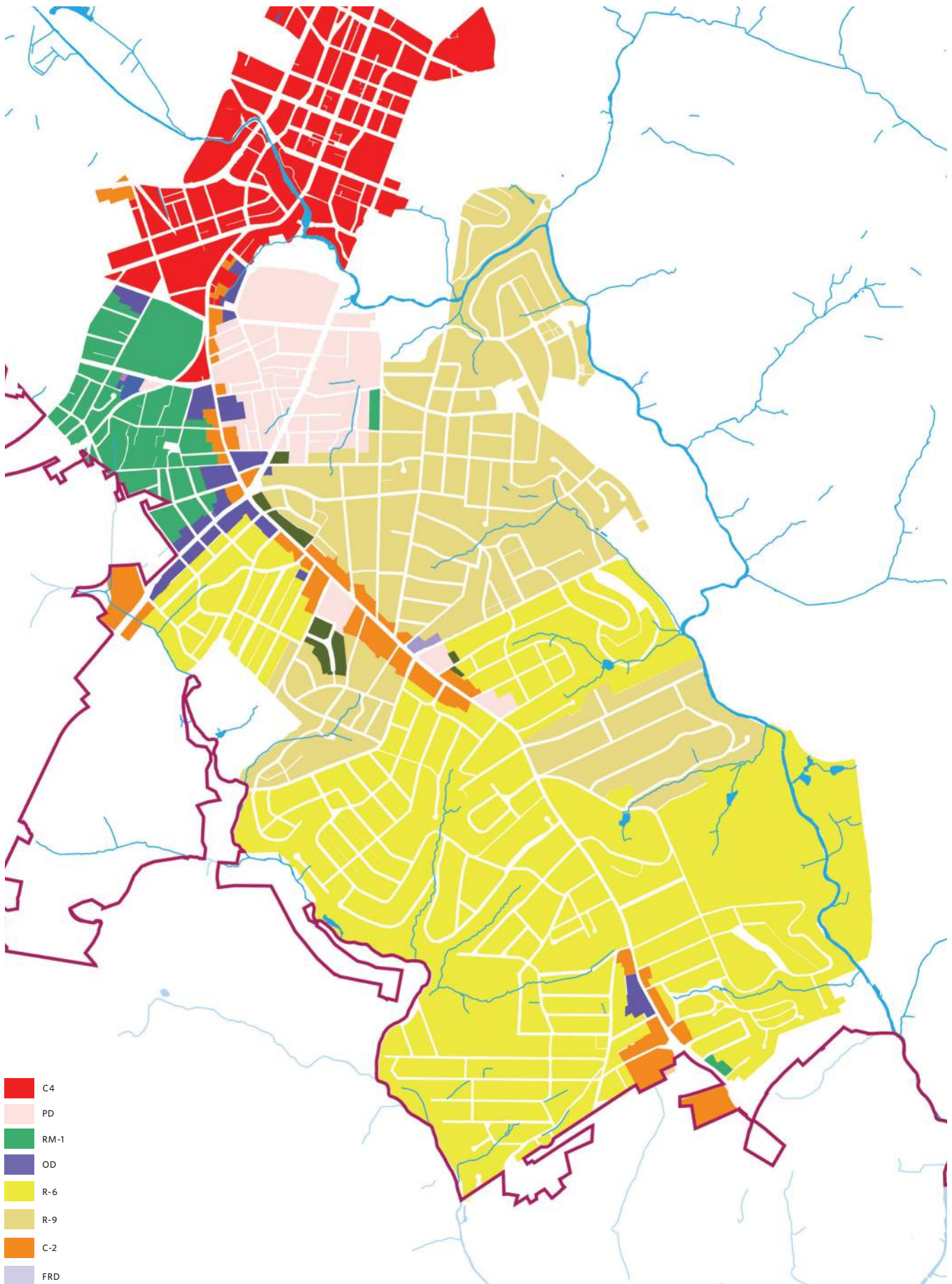
### **FRD**

The FRD is intended to provide design and use flexibility to allow development and redevelopment of properties that is compatible with the existing character of the area as set forth by the city's comprehensive plan.

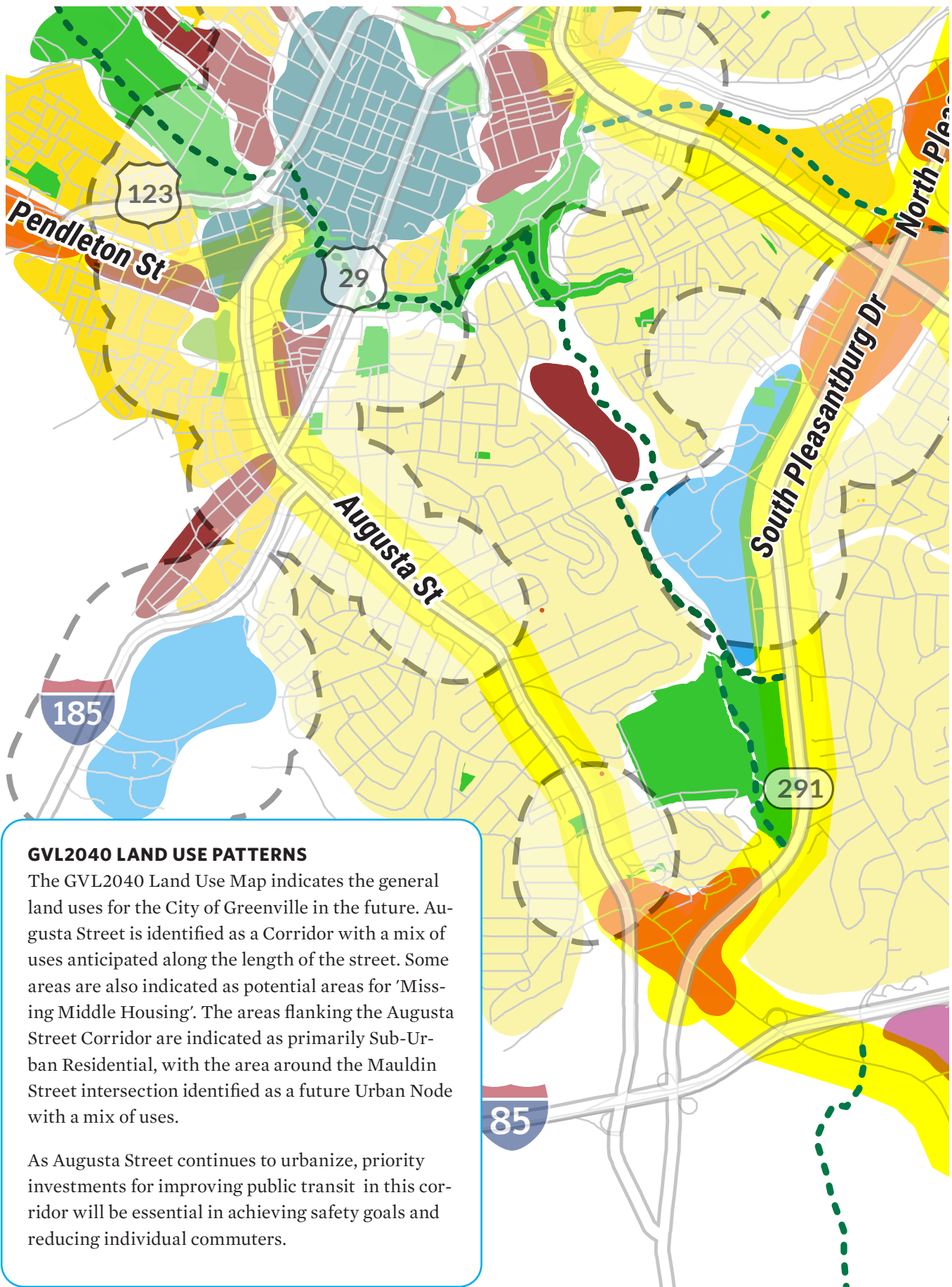
### **PD**

The planned development district (PD) is intended to encourage innovative land planning and site design concepts that conform to community quality-of-life benchmarks and that achieve a high level of aesthetics, high-quality development, environmental sensitivity, energy efficiency, and other community goals.





**Zoning** - Concentrated hubs of retail and business activities





## Non-Residential Design Standards **PARKING LOT LOCATIONS**

### **CURRENT ZONING**

- Non-Residential Design Standards apply to the following zoning designations found on the Augusta Road corridor: OD: Office and Institutional District, C-2: Local Commercial District, and C-4: Central Business District.
- Under the current zoning code in Article 19-6.5.7(K), "No more than 20 percent of the total parking spaces (up to a maximum of 100 spaces) may be located in the front yard adjacent to the primary street."

### **POLICY CONSIDERATIONS**

- Eliminate any allowance for parking spaces in the front yard of a property adjacent to the Augusta Road corridor, such that no parking spaces shall be located in front of the buildings facing Augusta Road.

## Multi-Family Residential Design Standards **PARKING LOT LOCATIONS**

### **CURRENT ZONING**

- The Multi-Family Residential Design Standards apply to the following zoning designations found on the Augusta Road corridor: RM-1: Single-Family and Multi-Family Residential District.
- Under the current zoning code in Article 19-6.8.9(J), "At least 75 percent of the provided off-street parking shall be located within parking structures or in the side or rear yards of multi-family residential buildings."

### **POLICY CONSIDERATIONS**

- Ensure that all parking in multi-family residential developments must be located behind the buildings, or in the side or rear yards. No multi-family parking shall be allowed in front of a multi-family building.

## Drive-Through Restaurants and Banks **C-2 ZONING: LAND USE**

### **CURRENT ZONING**

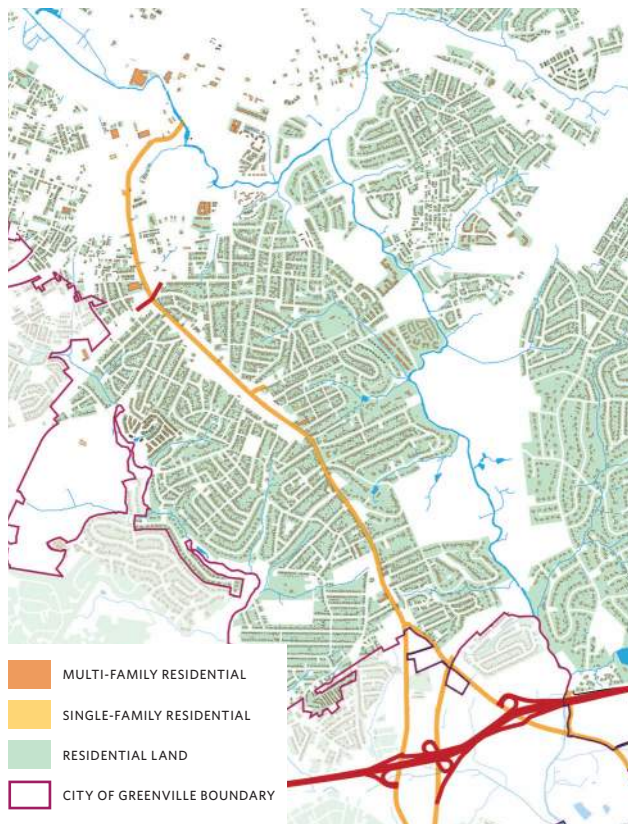
- Under the current zoning code, Table 19-14.1-2: Table of Uses indicates that restaurants with a drive-through are a special exception use within the C-2 zoning district. Banks, financial institutions, and ATMs are permitted uses within the C-2 zoning district.

### **POLICY CONSIDERATIONS**

- Review criteria for allowing drive-through access uses such as fast food restaurants, financial institutions, and ATMs. Adjust to better define curb cut requirements, locations on corners, setbacks and requirements for maintaining a designated pedestrian zone along frontage.
- Increase current 10' front setback along Augusta Street to 30' with a designated frontage zone for pedestrians.
- Develop comprehensive Corridor Design Standards.

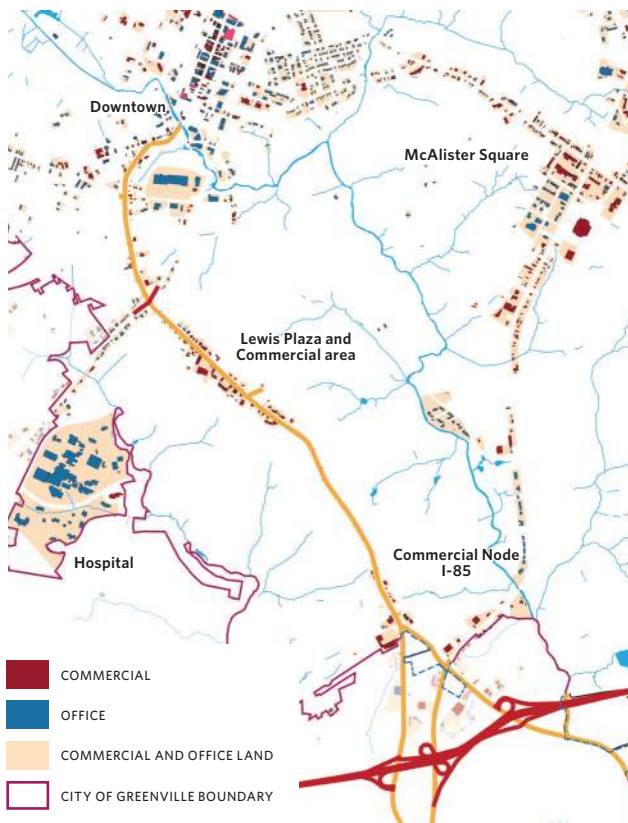


# X-RAY ANALYSIS



## EXISTING RESIDENTIAL PATTERNS

The majority of land flanking the Augusta Street corridor is dedicated to single-family residential uses. Augusta Street serves as the primary access to adjacent neighborhoods and neighborhood-serving commercial uses between Church Avenue and Augusta Place. The scale of residential uses creates a conflicting pattern of local trips for services and the substantial volume of through traffic using the corridor for commuting. The areas of the corridor that have existing residential frontage suffer from the noise and constant exposure to moving traffic without adequate depth for setbacks or buffers. Many residents must back out into moving traffic or access their properties across active moving lanes. There is no on-street parking along Augusta to create a safer physical buffer between pedestrians and moving traffic. The current street configuration within the residential frontage areas has an uncomfortable pedestrian zone with minimal separation between narrow sidewalks to 35 mph and higher moving traffic. Improving this condition will be key to creating a safer and more livable neighborhood.

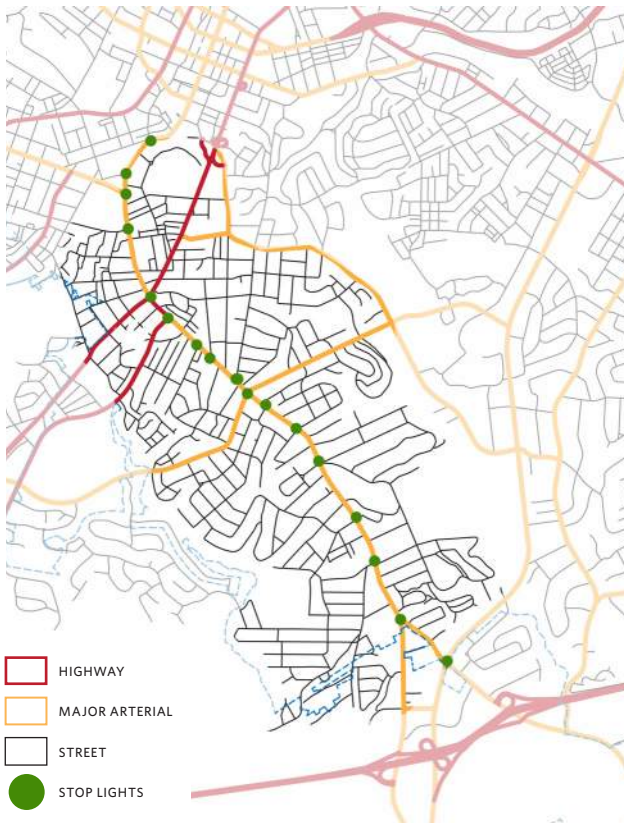


## EXISTING COMMERCIAL AND OFFICE PATTERNS

The northern sections of the Augusta Street Corridor (Areas 01, 02, parts of 04, and 05) are primarily highway-oriented commercial and office uses which have displaced residential uses through the years. While the pattern of commercialization and urbanization is changing somewhat along Augusta north of Vardry Street to accommodate on-street parking and enhanced pedestrian realm with wider sidewalks and landscaping, Augusta Street is largely still acting as a strip center, auto-dominated environment between Vardry and Augusta Place.

This pattern creates undesirable pedestrian conditions with narrow walkways and a continuous frontage condition of parking lots and driveway access. While traffic management initiatives focused on improving turning movements and crosswalks can improve the safety of many areas, the pattern of unsignalized parcel access and parking along the street eliminates the connectivity and desirability of pedestrian movement in these areas.



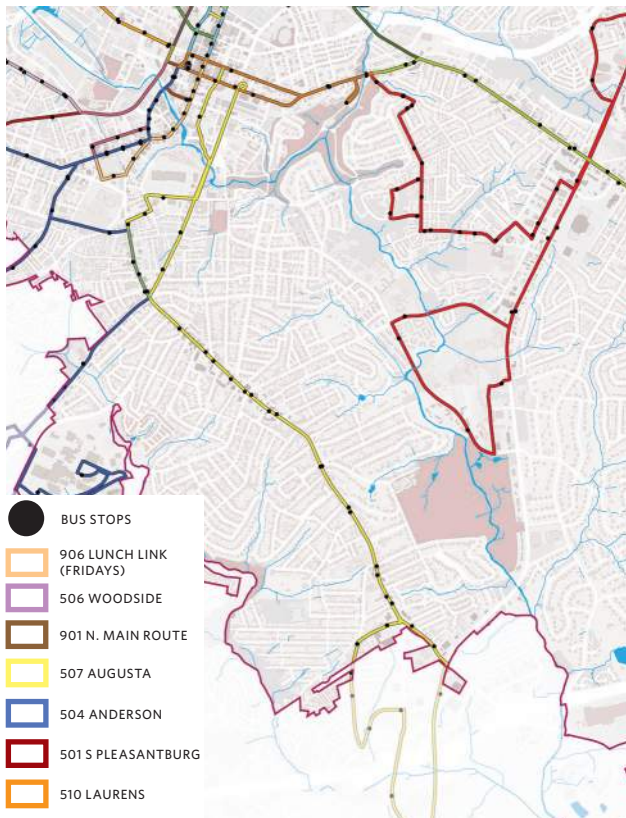


#### Stop Lights

Concentrated hubs of retail and business activities

### EXISTING LOCAL STREET NETWORK

The local street network and stoplight network along Augusta Street indicate key areas where traffic could shift patterns. Alternative routes can help alleviate heavy congestion along key corridors.



#### Bus & Trolley

Single and multi-family related patterns

### EXISTING BUS AND TRANSPORTATION

Augusta Street is the primary bus route that connects the city from south to north. The 507 Augusta runs up Augusta Street and connects to Church Street. A gap in the line exists on Augusta Street from Dunbar Street up to Field Street. Having adequate shelters and bus pull-offs are essential to creating safe and accessible transit service.

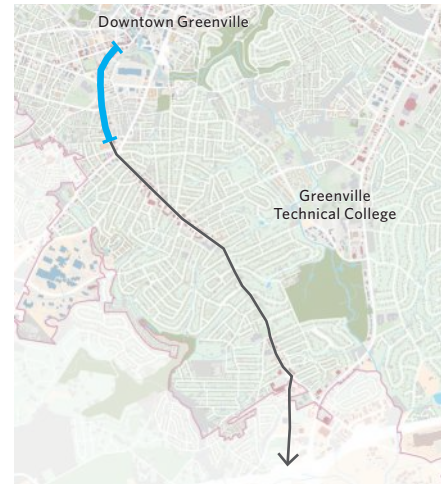


# AUGUSTA STREET — AREA 01

## S. MAIN STREET TO CHURCH STREET

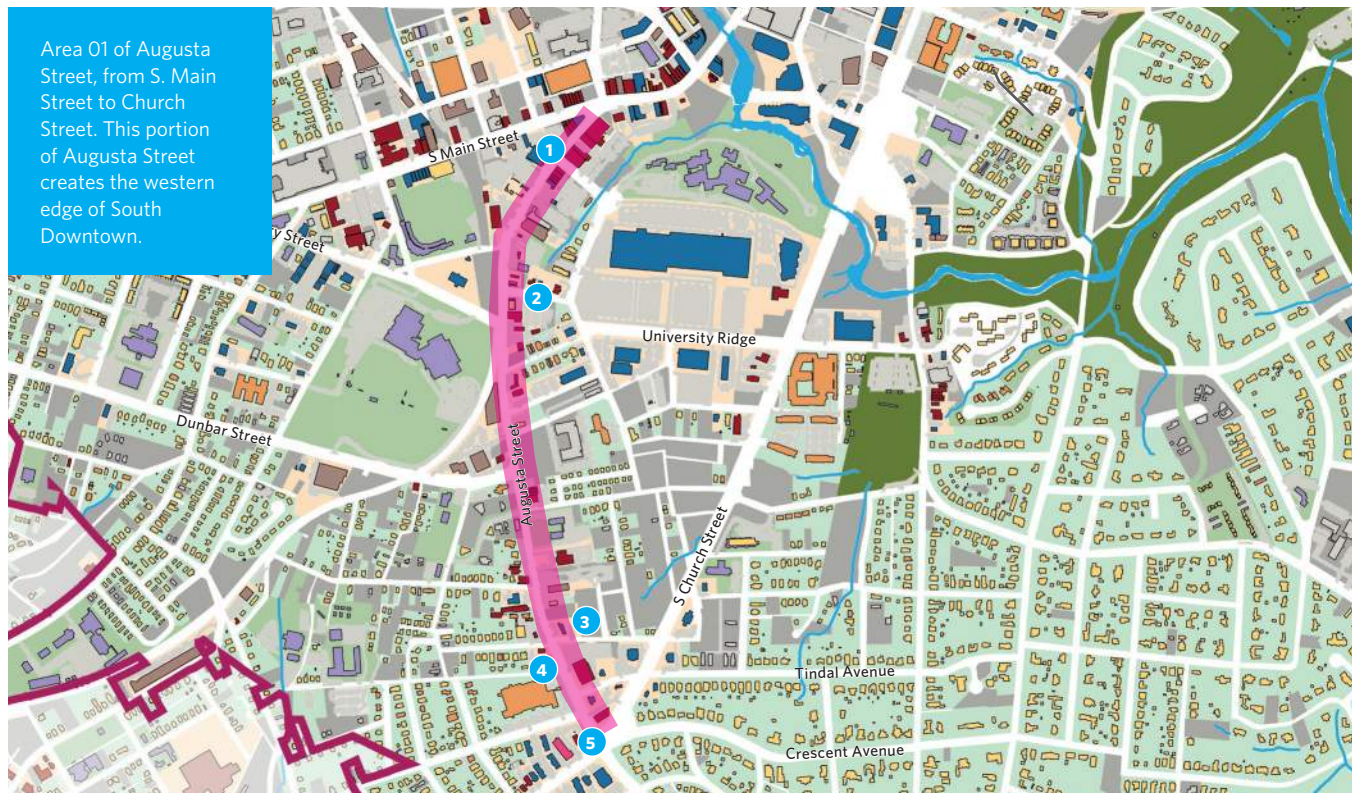
Area 01 of Augusta Street extends from S. Main Street to Church Street. This area is notable for creating the western edge of Greenville's South Downtown area and Haynie-Sirrine neighborhood and the eastern boundary of the West End and Greater Sullivan neighborhoods. The northern portion of Augusta Street continues to grow as a thriving arts corridor with the relocation of the South Carolina Children's Theater and other arts-related partnerships. The street frontage from Thruston Street to South Main street has seen significant redevelopment as an extension of Greenville's signature downtown commercial and mixed-use streets, similar to South Main Street in scale.

The southern portion of this area of Augusta Street once featured beautiful single-family houses and civic institutions. Now, the area is primarily a commuter route into downtown and is a mix of commercial and institutional uses. The original housing was replaced with lower quality buildings and front yards were replaced with parking lots to service them. Augusta Street in this area is now a three and four lane arterial with no on-street parking and marginal sidewalk connectivity. Individual curb cuts for access continue to diminish the function of the corridor and make it unsafe for pedestrians and bicyclists.

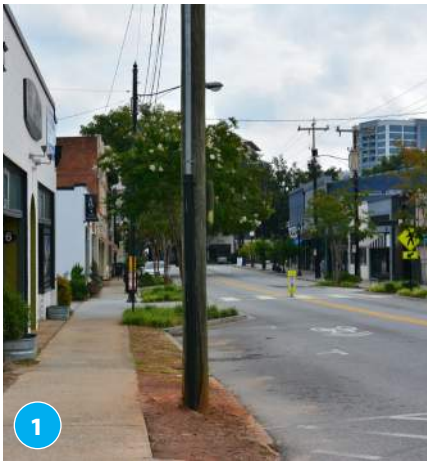


### ESSENTIAL ELEMENTS

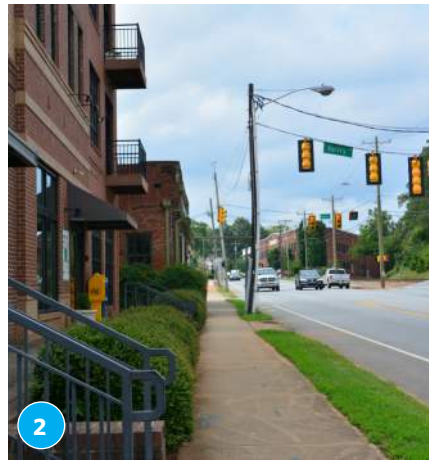
- Northern portion is focused on art, culture, and neighborhood-serving retail
- Southern portion is primarily a commuter route with many curb cuts
- Historically featured large single-family homes with a deep, front yard setback



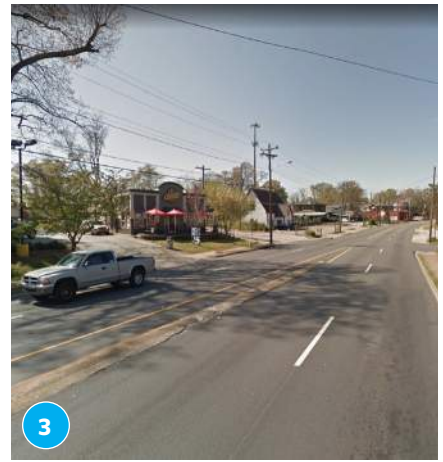




Augusta Street, looking north near University



Augusta Street, looking south near Vardry



Augusta Street, looking north near McKay



Augusta Street, looking north near Church Street



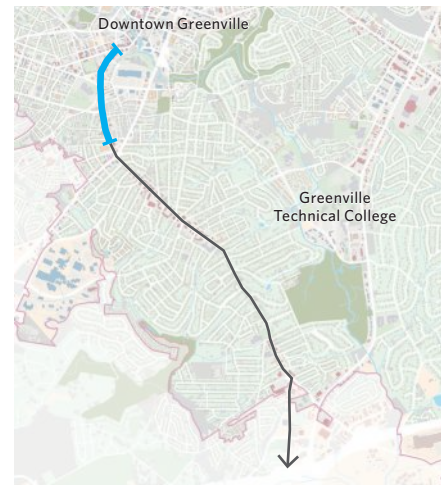
Augusta Street, looking southeast near Church



# AUGUSTA STREET — AREA 01

## URBAN DESIGN RECOMMENDATIONS

The Small Area Plans for the West End and South Downtown identify continued urbanization of this stretch of Augusta with buildings fronting the street, parking placed behind buildings and access from side streets into interconnected parking fields. An expanded building setback zone has been proposed for this area to create safer, more usable pedestrian zones. Additional improvements such as urban street lighting and landscaping are included in the recommendations. Improvements to Augusta between South Main and Field Street create on-street parking to serve commercial uses. The frontages south of Vardry to Church Street maintain the current lane configuration and rely on deeper setbacks to create a safe, usable pedestrian zone.



### KEY RECOMMENDATIONS

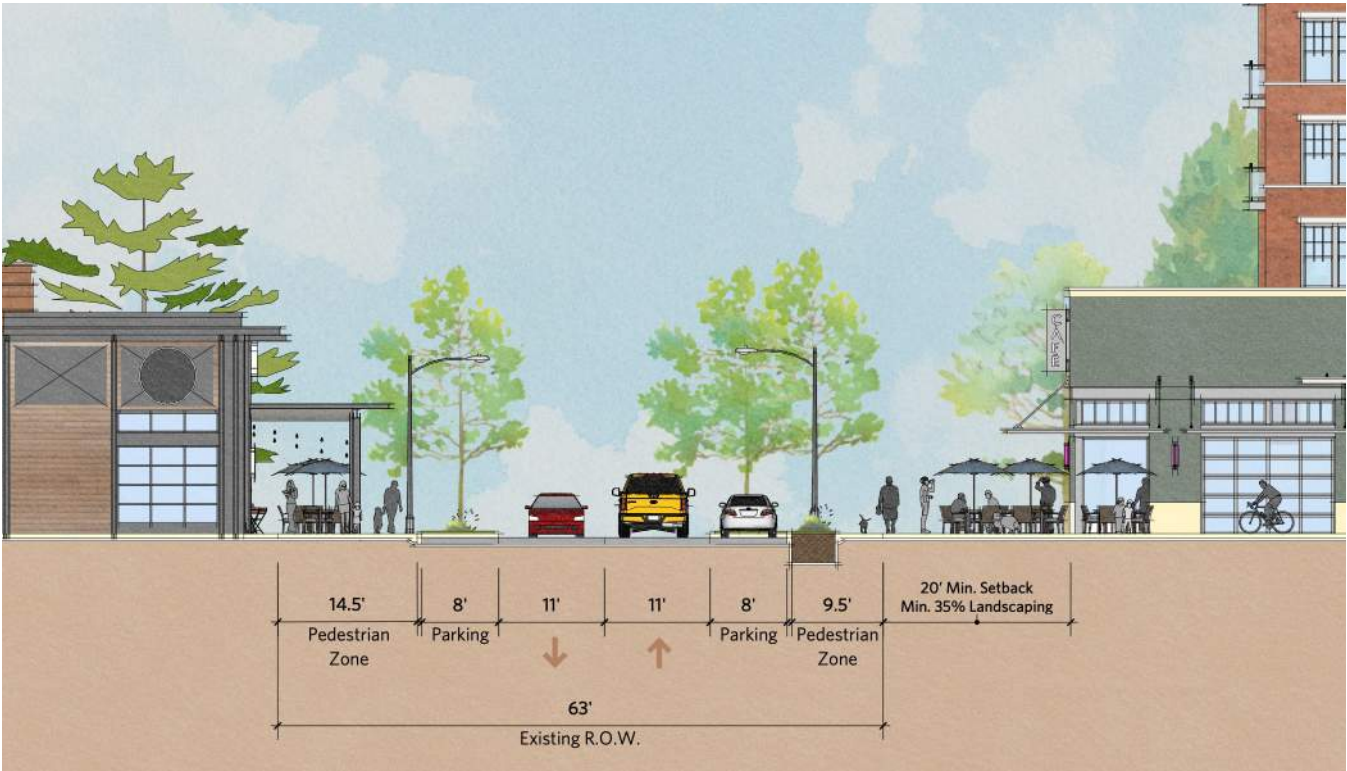
- Create a pedestrian-friendly street scape with deeper building setbacks to create a 30' deep pedestrian zone.
- Limit curb cuts and create cross easement access for parcels
- Limit parking to areas behind the front facade of buildings.
- Prioritize ADA-compliant upgrades to existing bus stops



Aerial View of proposed urbanization along Augusta Street north of Church Street intersection



AREA 01 - NORTH SECTION - FIELD STREET TO SOUTH MAIN



Area 01 Proposed Section, north of Vardry



View of Augusta Street improvements near intersection with South Main Street





New Development fronting Augusta Street, south of Vardry



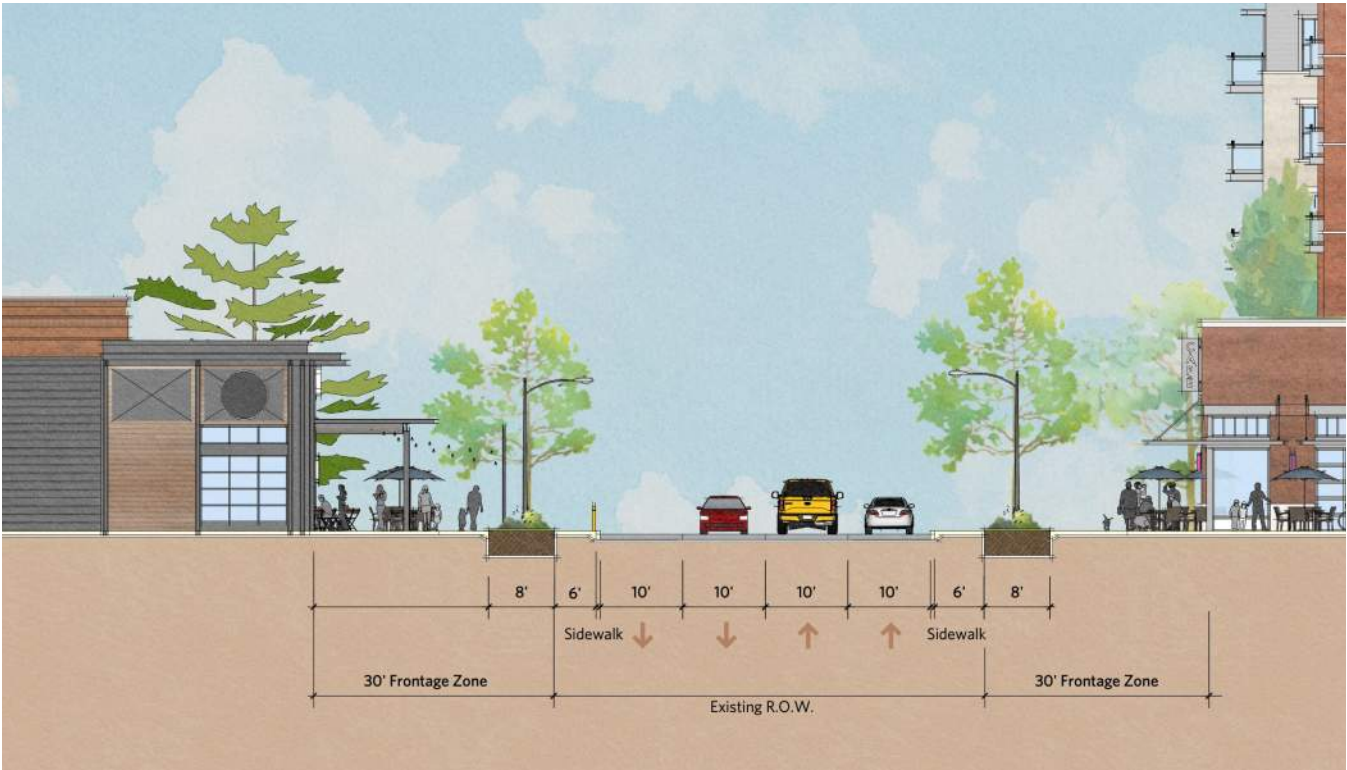
Existing conditions along Augusta Street, south of Vardry to Church Street have utility poles too close to curbs adjacent to moving traffic



AREA 01 - SOUTH SECTION - VARDRY STREET TO CHURCH



Area 01 Proposed Improvements and development patterns



Area 01 Typical Proposed Section between Church and Dunbar

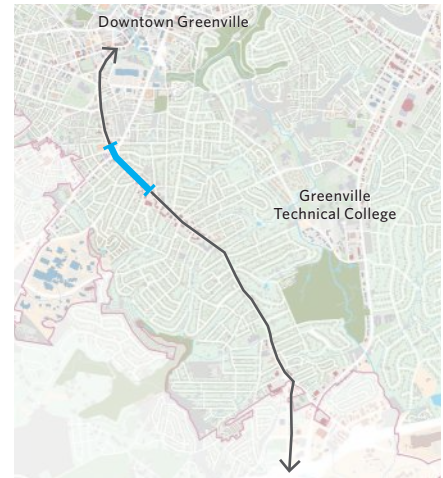


# AUGUSTA STREET — AREA 02

## CHURCH STREET TO ABERDEEN DRIVE

Area 02 of Augusta Street extends from Church Street to Aberdeen Drive. The area is a combination of limited historic residential uses fronting the street and stand-alone commercial uses, that replaced the residential over time. The street is primarily four lanes of moving traffic without a middle turn lane. There is no on-street parking. While there are sidewalks throughout most of this section, the planting strips between the travel lanes and the sidewalk are narrow when they exist, however, most of those have been replaced by head-in parking for businesses and driveways. Additionally the overhead power-line poles are often 1-2 feet away from curbs along the western edge between the narrow sidewalk and the traffic lanes.

Future planning should include expansion and improvement of the pedestrian zone including landscape buffers and removal of overhead utility lines away from the curb.



### ESSENTIAL ELEMENTS

- Mixed frontage with office and individual small scale service retail
- Historic single-family houses fronting on northeast side near Church Street
- Loss of dedicated sidewalks to serve as auto aprons along this section
- No consistent treatment of street character
- Difficult to negotiate as a pedestrian







Augusta Street, looking south from East Prentiss includes a number of landmark houses fronting Augusta



Augusta Street looking, south at Lupo Street illustrating the mix of signage types, multiple curb cuts and utility poles defining the street character



Augusta Street, looking north near Capers Street illustrates continuous curb cuts for head-in parking that exist in many areas.



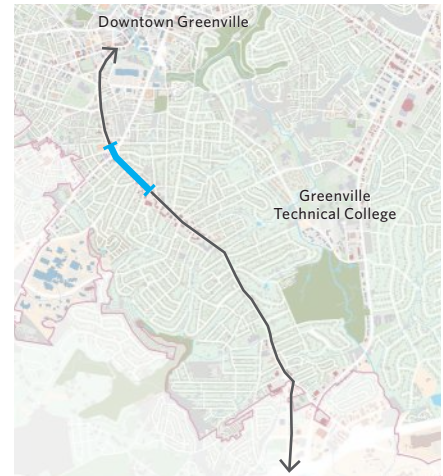
Augusta Street, looking north from Conestee Ave. This illustrates the narrow pedestrian zones with little or no landscape buffer flanking the street



# AUGUSTA STREET — AREA 02

## URBAN DESIGN RECOMMENDATIONS

Area 02 is one of the more blended commercial/residential frontages along the corridor. Since this stretch is largely served by the four-lane section of Augusta, this may be a section to consider for limiting left turns between signalized intersections. As sites redevelop, the elimination and consolidation of curb cuts will be critical to improving pedestrian safety and creating continuity along the frontage. Deeper setbacks for buildings would create a frontage zone to allow for separation between sidewalks and the cart way.



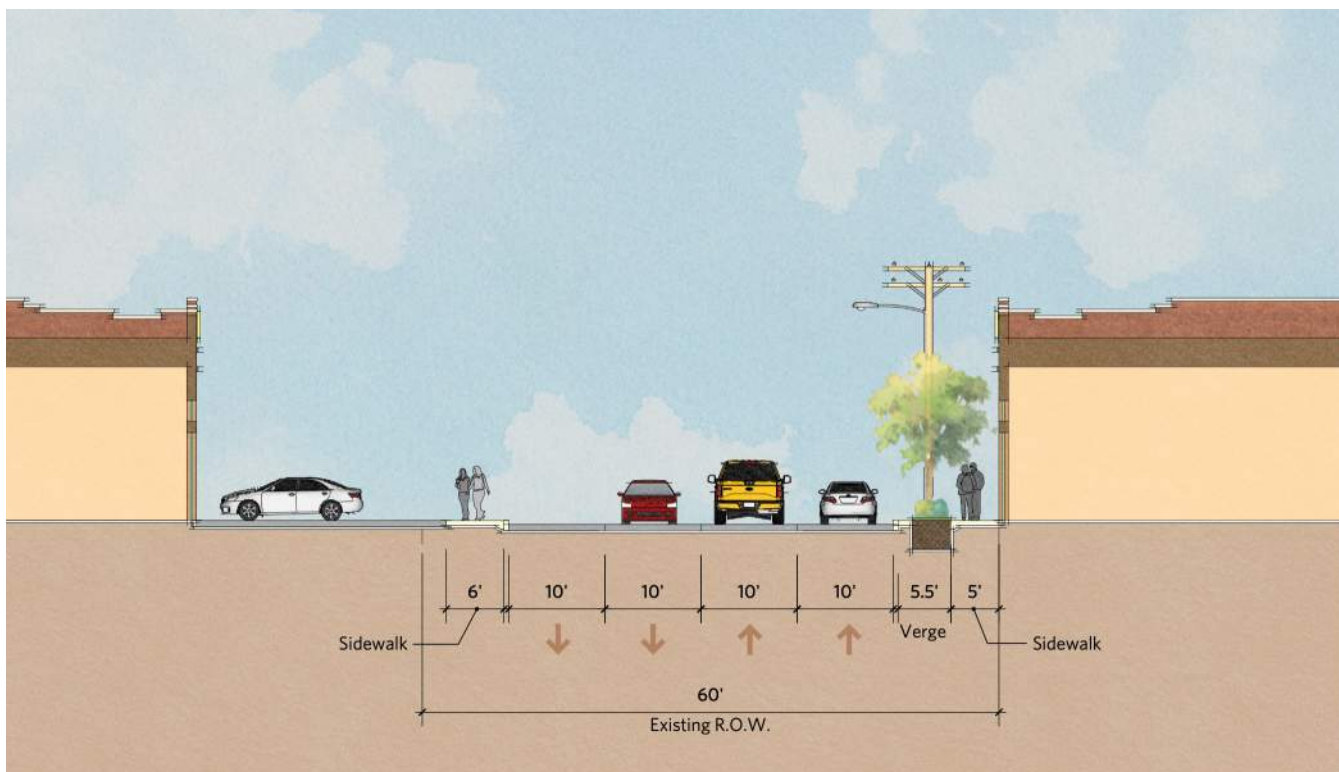
Frontage improvements, like these examples just south of Area 02 provide good models for this area.

### KEY RECOMMENDATIONS

- Expand planting areas between sidewalk and cart way.
- Limit and consolidate curb cuts
- Require parking behind building facades facing Augusta Street
- Require deeper building setbacks along Augusta
- Expand sidewalk widths where possible
- Prioritize ADA-compliant upgrades to existing bus stops
- Establish signage guidelines for the commercial core







Area 02 Existing Section



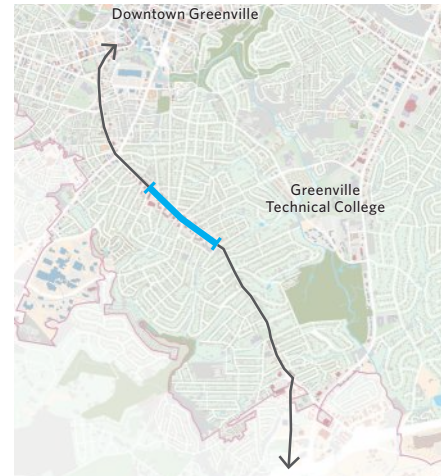
Area 02 Proposed Section



# AUGUSTA STREET — AREA 03

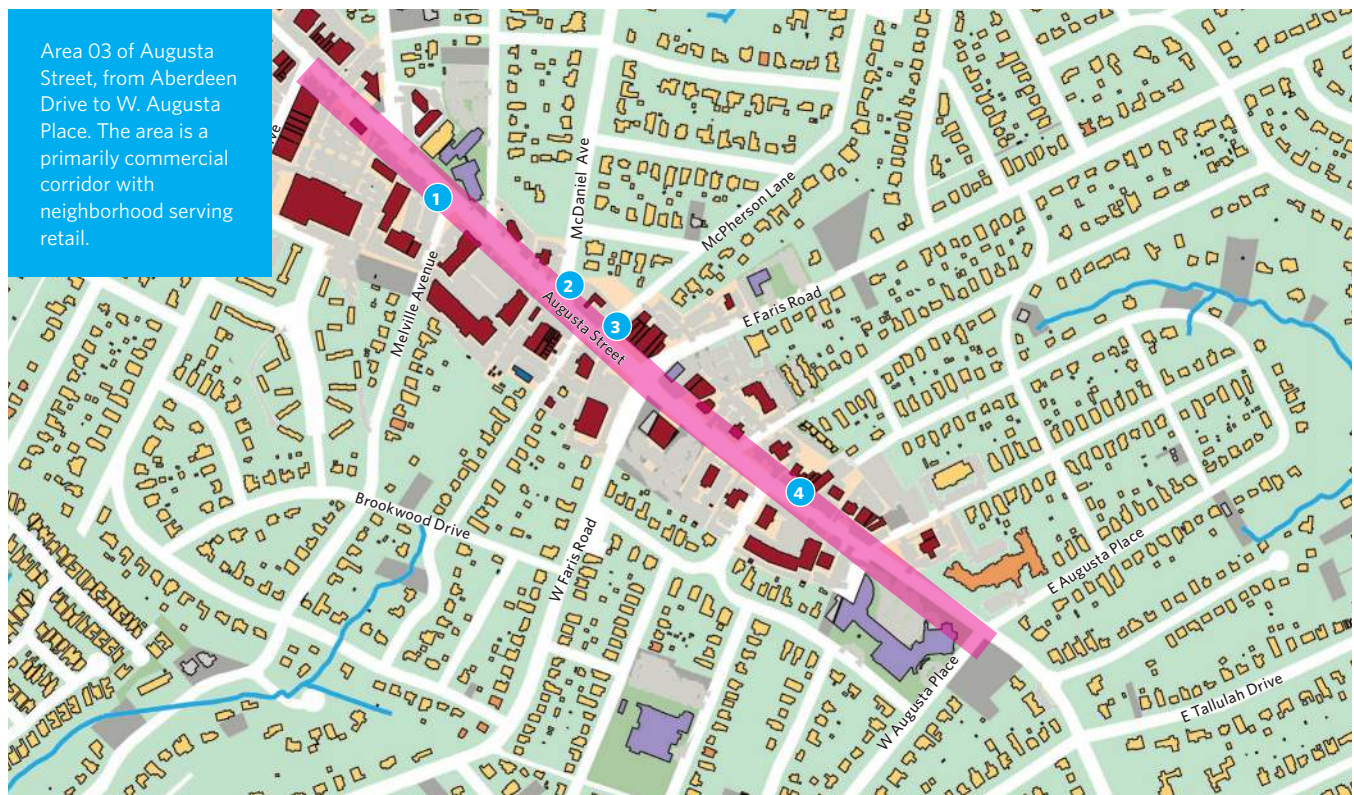
## ABERDEEN DRIVE TO W. AUGUSTA PLACE

Area 03 of Augusta Street extends from Aberdeen Drive to W. Augusta Place. The area is characterized by strip center retail, including local, national, and regional chains. Large format parking lots, typical of strip center retail, are close to the road. Planting strips between the sidewalk and travel lanes are small and limited, not existing consistently throughout this area. Notable new developments within this area of Augusta Street create a much better pedestrian realm by providing additional setback, landscaping, and pedestrian pathways to encourage walking. At W. Faris Road and Augusta Street, parking was placed behind the building and the building itself is set back with a generous pedestrian areas to provide a safer condition. The road itself is four lanes of traffic with a two-way, center left-turn lane. The turn lane ends at Augusta Drive.



### ESSENTIAL ELEMENTS

- Retail corridor of primarily strip center retail with local, regional, and national chains
- Large format parking lots abut Augusta Street
- New developments have focused on placing parking behind buildings and creating an enhanced pedestrian environment







Augusta Street, looking south near McDaniel Avenue



Augusta Street, looking north near Melville



Augusta Street, looking south near McPherson Street



Augusta Street, looking north near Augusta Drive

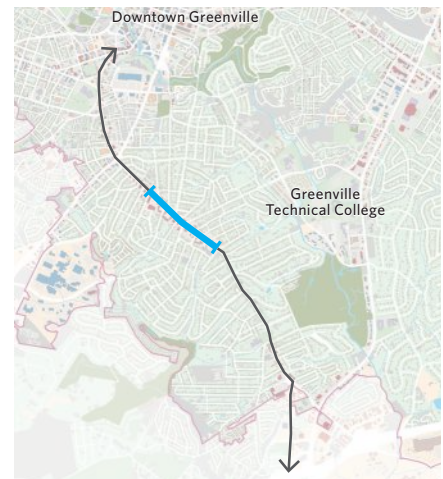


# AUGUSTA STREET — AREA 03

## URBAN DESIGN RECOMMENDATIONS

Area 03 continues to evolve as the neighborhood commercial center for the surrounding neighborhoods. The current redevelopment standards for the street frontage have made for a much safer and comfortable pedestrian realm. An analysis of potential curb cut consolidations may help identify a more coherent pattern throughout. This area could build on the recent frontage improvements that have created distinctive public space improvements to address both safety issues while reinforcing a stronger sense of place that is more accessible to surrounding neighborhoods.

This area could benefit from a coordinated public-private planning effort to help business owners visualize a cohesive, pedestrian-friendly commercial center. This would focus on investment in street character, consolidation of conflicting curb cuts along both sides of the street to eliminate dangerous turning movements on Augusta Street. Considerations would include installation of a landscaped median that can also serve as a pedestrian refuge in between signalized intersections and expanded pedestrian zones adjacent to the cart way. This would transform the current chaotic access into a more functional, attractive shopping environment. Potential improvements are illustrated on the following pages.

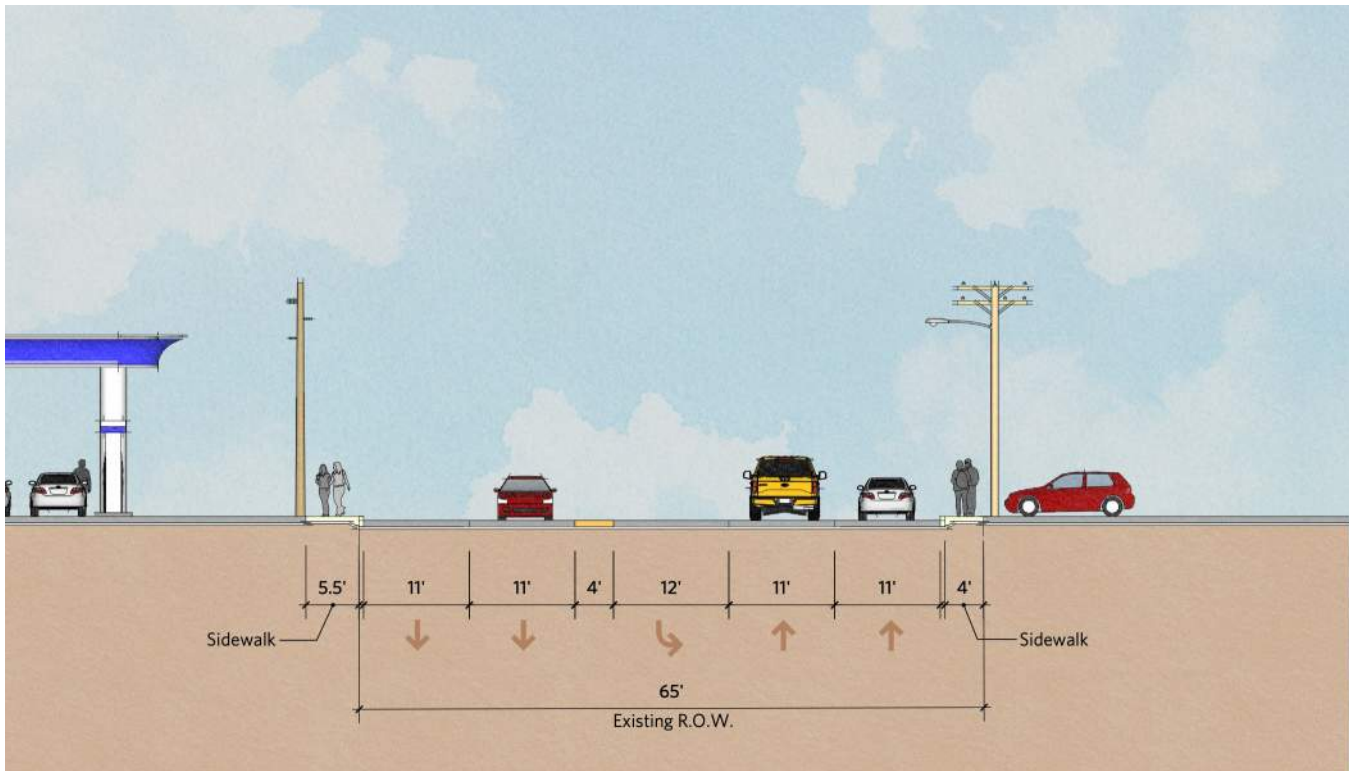


### KEY RECOMMENDATIONS

- Limit and consolidate curb cuts
- Require parking behind building facades facing Augusta Street
- Require deeper building setbacks along Augusta
- Expand sidewalk widths where possible
- Establish signage guidelines for the commercial core
- Prioritize ADA-compliant upgrades to existing bus stops







Area 03 Existing Section

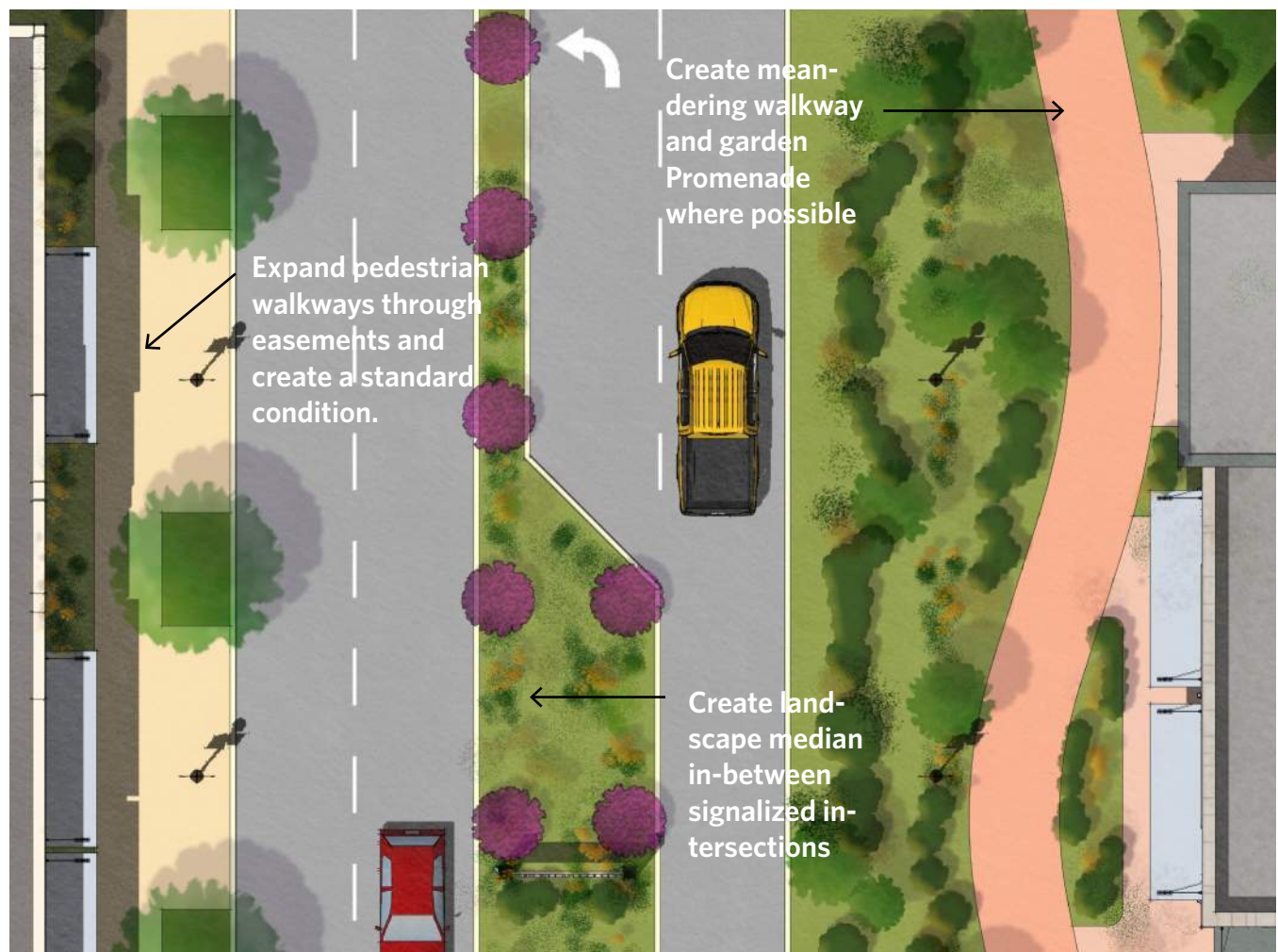
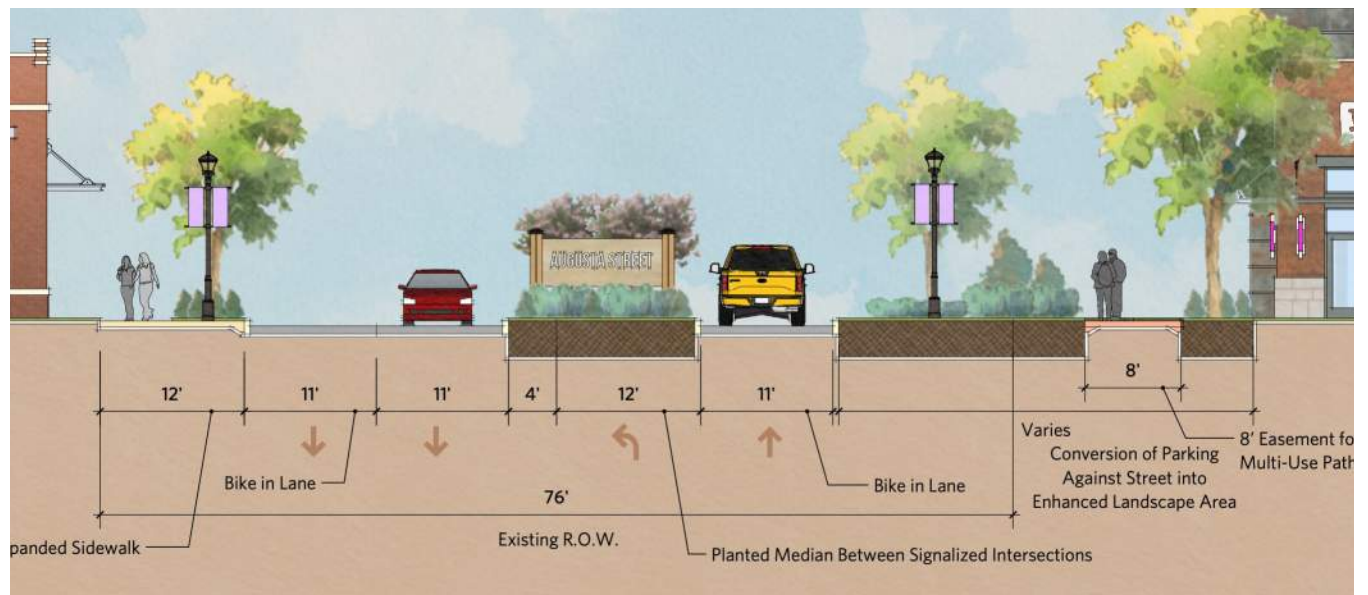


Area 03 examples of frontage improvements converting some parking spaces into pedestrian spaces



# AUGUSTA STREET - AREA 03

## RECOMMENDED COMMERCIAL IMPROVEMENTS



Section and Plan of Augusta Street Commercial Frontage Improvements



## **BUILDING ON COMMERCIAL REDEVELOPMENT PATTERNS**

Over the past several years as properties redevelop in this section of the corridor, the city has facilitated the conversion of parking lots exiting directly onto Augusta street into expanded pedestrian spaces that are attractive and highly valued. This study recommends implementing these types of improvements throughout this commercial section of the corridor to help eliminate vehicular conflict while increasing pedestrian safety and mobility. There are two options that are compatible depending on the site in question.

The Promenade frontage, deployed on several sites, has typically converted parking areas adjacent to the street into wider pedestrian pathways with garden terrace spaces. Another option is to expand the pedestrian zone along the street by creating easements along private frontage to create deeper sidewalks and embedded landscape areas to achieve safer property access, more walkable blocks and a more desirable environment.



Area 03 frontage in commercial areas allow almost continuous curb cuts and pull-in parking that often requires vehicles to back into lanes of moving traffic.

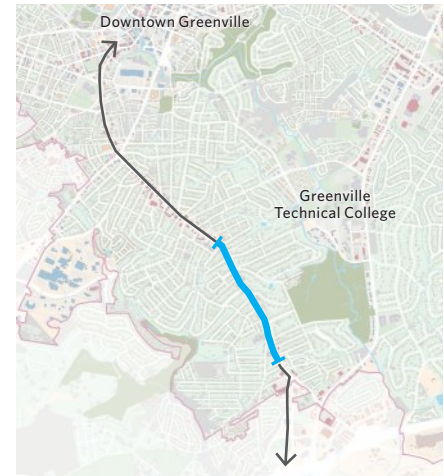


# AUGUSTA STREET — AREA 04

## W. AUGUSTA PLACE TO OLD AUGUSTA ROAD

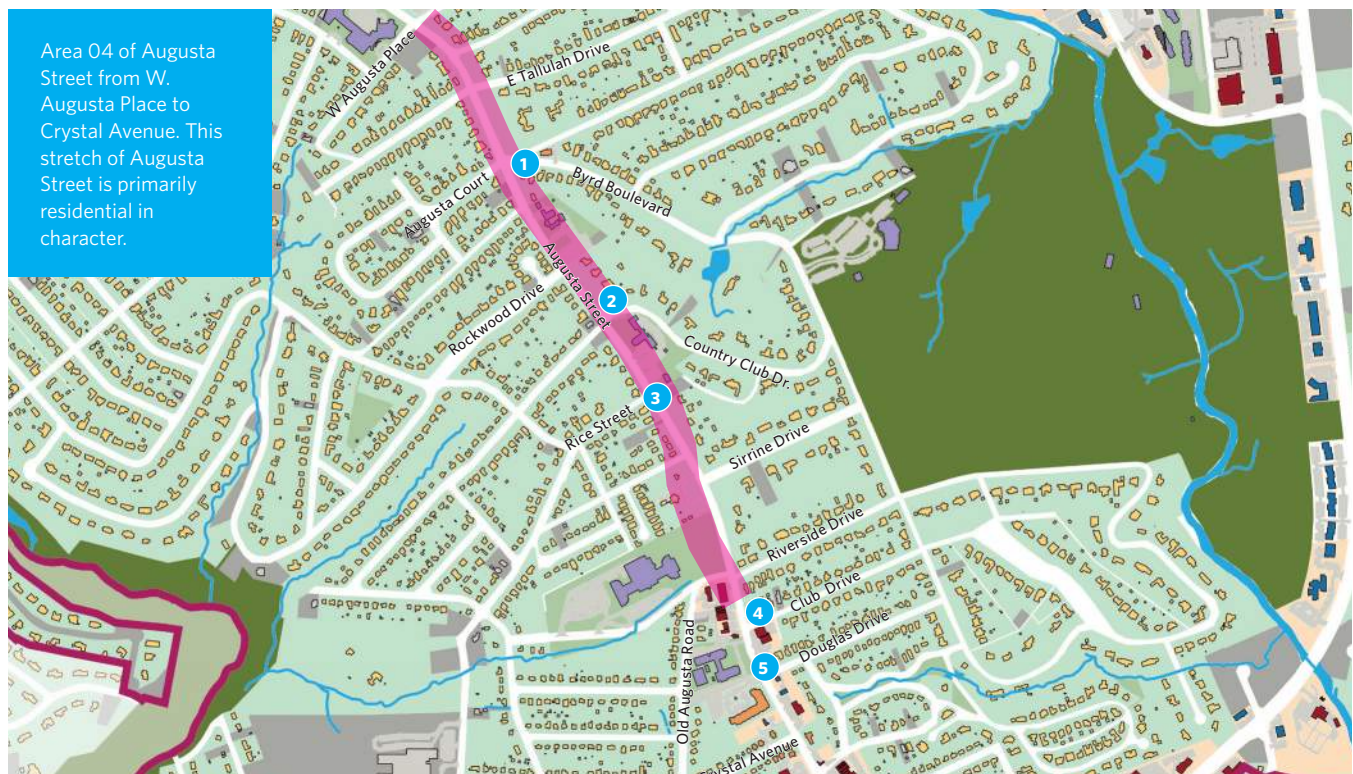
Area 04 of Augusta Street extends from W. Augusta Place to the neighborhoods clustered around the Old Augusta Road intersection. This area has primarily single-family residential frontage with lower density neighborhoods to the east and west. There is a mix of churches, schools, and some service commercial uses mixed in along the Augusta frontage. The area has four travel lanes and no turning lane. Narrow sidewalks and narrow planting strips typically containing utility poles placed close to the curb line on one side or the other in this area.

While the neighborhood character suggests that the frontage along Augusta Street in this section should be more like a parkway or a residential boulevard, the volume of traffic and the compressed cart way of four moving lanes in close proximity to narrow sidewalks, dominates the experience and diminishes the quality of living on Augusta. While Augusta Street is positioned as a residential gateway into downtown, the current conditions limit the full use of the street. The proliferation of driveway curb cuts along this section and associated conflicts with vehicular patterns that include backing out into moving traffic requires evaluation of current land development standards as this area continues to develop.



### ESSENTIAL ELEMENTS

- Primarily residential character with churches and schools
- Homes have backs, fronts, and sides to the street; some residential driveways exit onto Augusta Street
- The area has many trees, but the planting strips are narrow and have grass only
- Close proximity to 35 mph moving traffic and narrow sidewalks deter pedestrian use



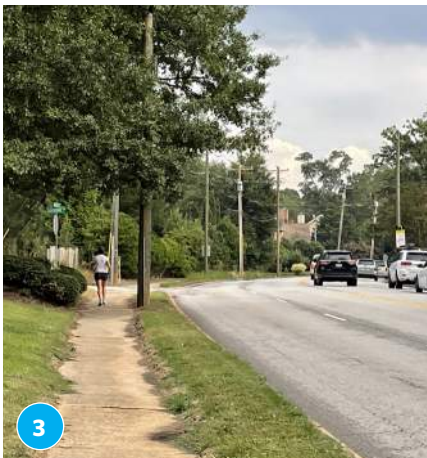




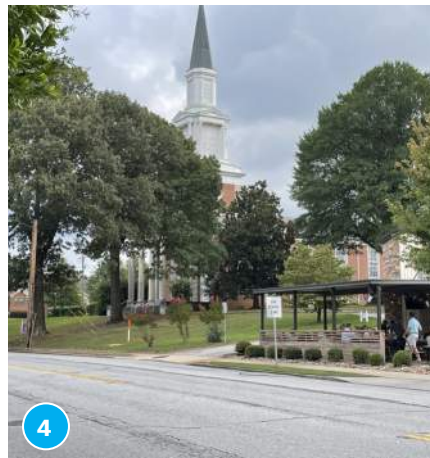
Augusta Street, looking north near Byrd with typical driveway curb cuts on left



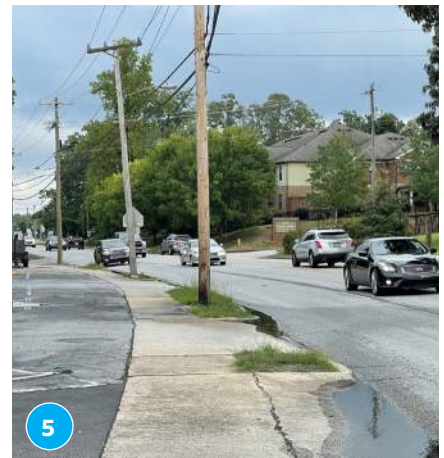
Augusta Street, looking north near Country Club showing residential frontage



Augusta Street, looking south near Rice St.



Augusta Street, looking south near Club Dr. showing churches and commercial frontage



Augusta Street, looking south near Douglas Drive showing commercial curb cuts.



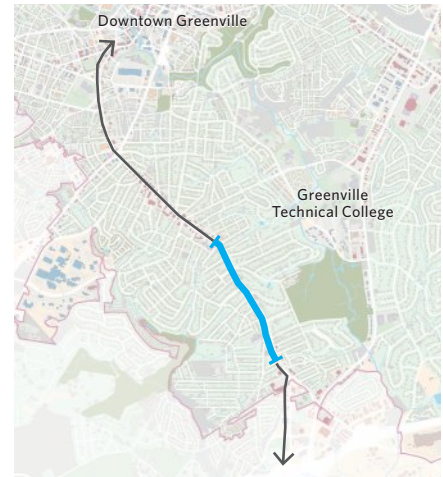
# AUGUSTA STREET — AREA 04

## URBAN DESIGN RECOMMENDATIONS

As safety improvements are identified, it will be important to match techniques with the desired character of the neighborhood frontage. The RSA offers an option of reducing the current four moving lanes to two moving lanes with a center lane for left-hand turns in Area 04. This creates some additional land between the existing curbs that can be used as 4' wide bike lanes adjacent to the moving lanes while adding pedestrian safety barriers, such as state-approved planters, in key areas between the bike lane and the sidewalk to further protect pedestrians.

Long-term options include moving the curbs in to create deeper planting buffers and 8-10' wide multi-use paths for pedestrians and bicycles along both sides. This would allow for more separation between vehicles and pedestrians/bikes. This option includes creating a landscape median that tapers to allow left turn lanes at major intersections, and relocation of utilities to create a safer and more supportive environment for the existing residential frontages that dominate this section of the corridor.

Considerations for bike infrastructure may include conversion of a sidewalk on one side, or both sides where feasible into expanded multi-use paths for bicycles and pedestrians separated from vehicular traffic by raised curbs and additional safety enhancements.



### KEY RECOMMENDATIONS

- Expand planting areas between sidewalk and cart way.
- Limit curb cuts
- Require parking behind building facades facing Augusta Street
- Add trees, residential scale lighting, and landscape into planting areas
- Prioritize ADA-compliant upgrades to existing bus stops

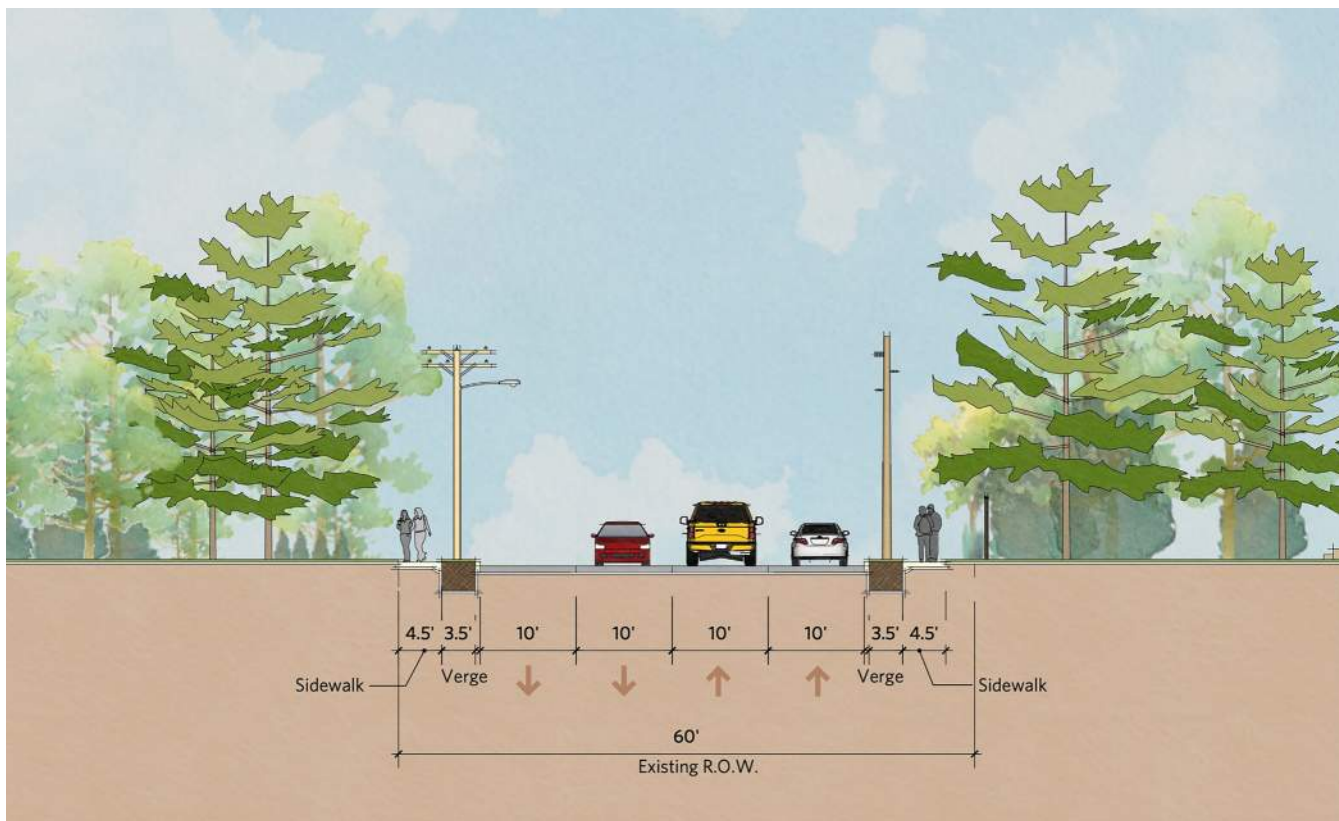


Area 04 Typical Residential Frontage



Area 04 Commercial Node





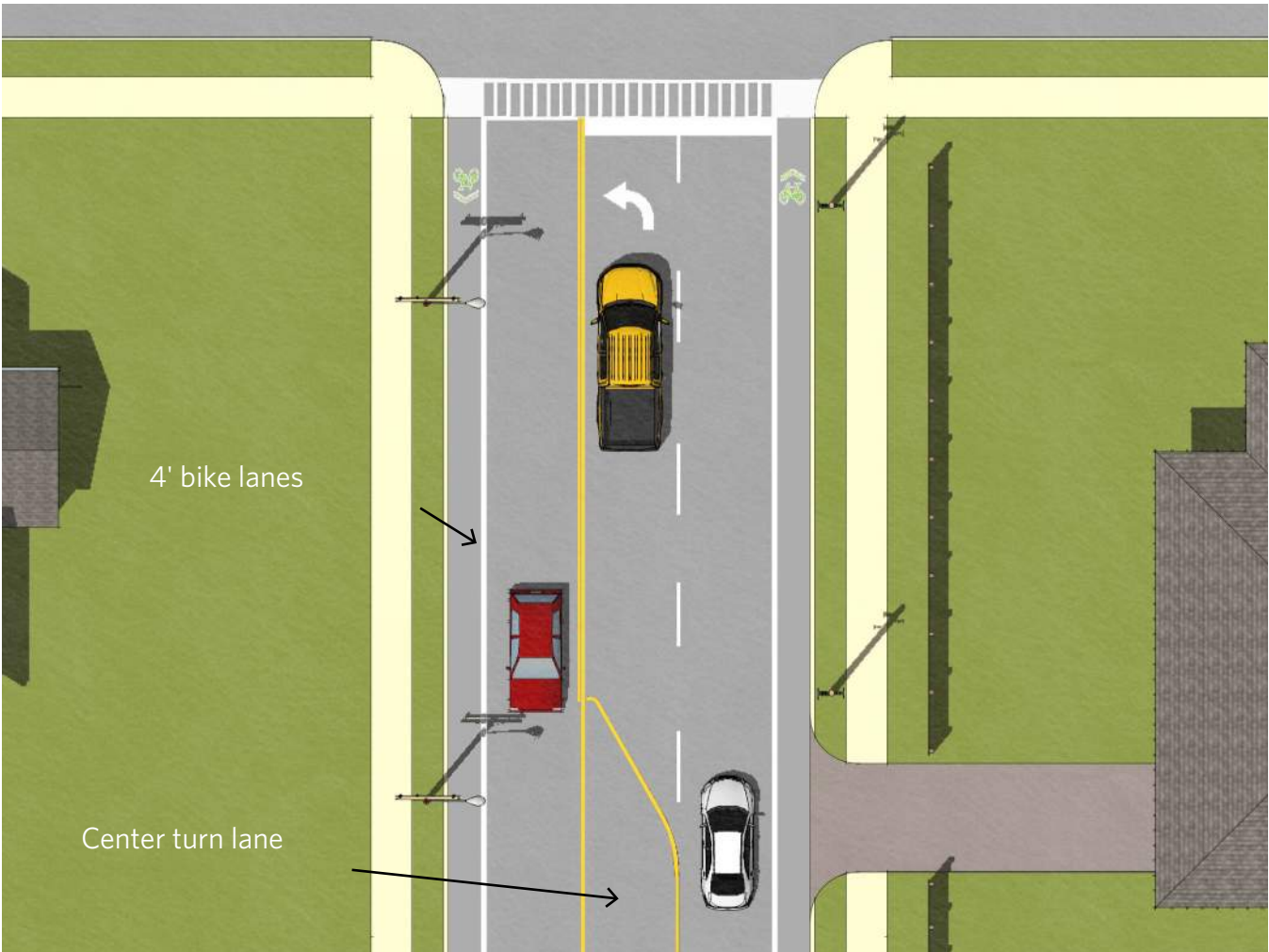
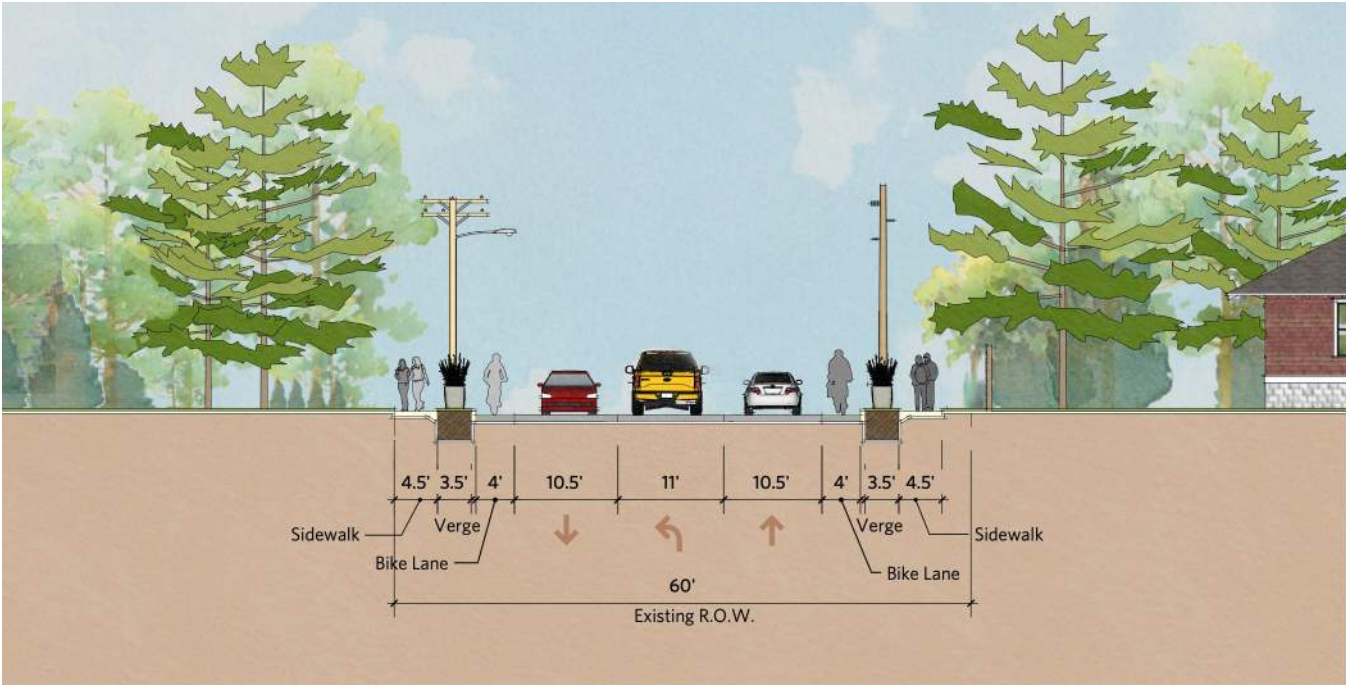
Area 04 Existing Residential Section



Area 04 View of existing four-lane street and sidewalks



PHASE I - INITIAL ROAD DIET OPTIONS - AREA 04



Section and Plan of Augusta Street Residential Frontage Improvements





### Implementing Phase I of a Road Diet

Initially, Augusta Street in this section could achieve better safety conditions by reducing the current four moving lanes into two moving lanes with a center turn lane. This create an additional four feet of buffer between sidewalks and moving traffic. This area could function as unprotected bike lanes adjacent to the existing curb. While this dimension does not allow for a

protected bike lane, this can be a first step to testing the lane reduction and assessing the build-out alternatives.

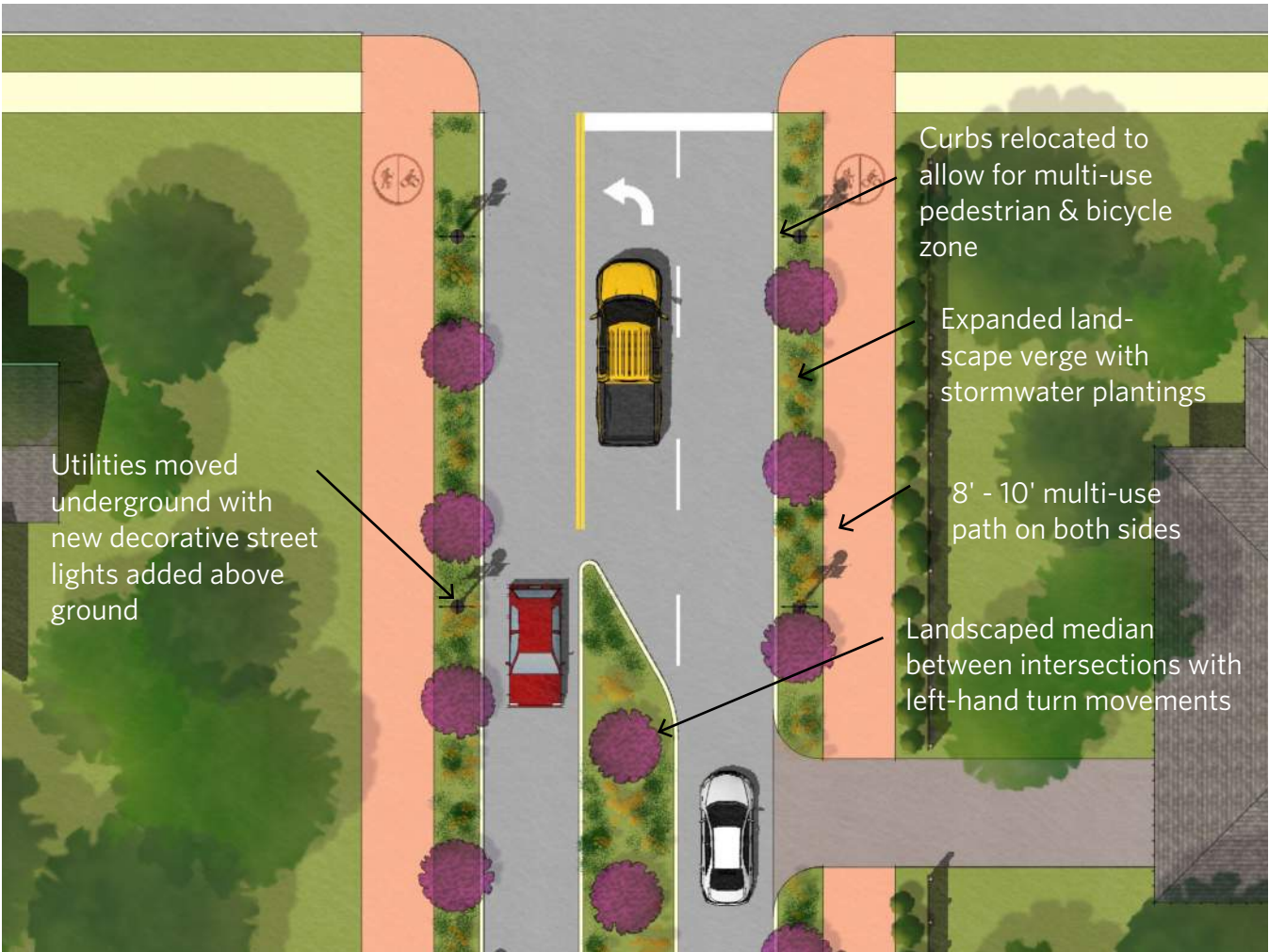
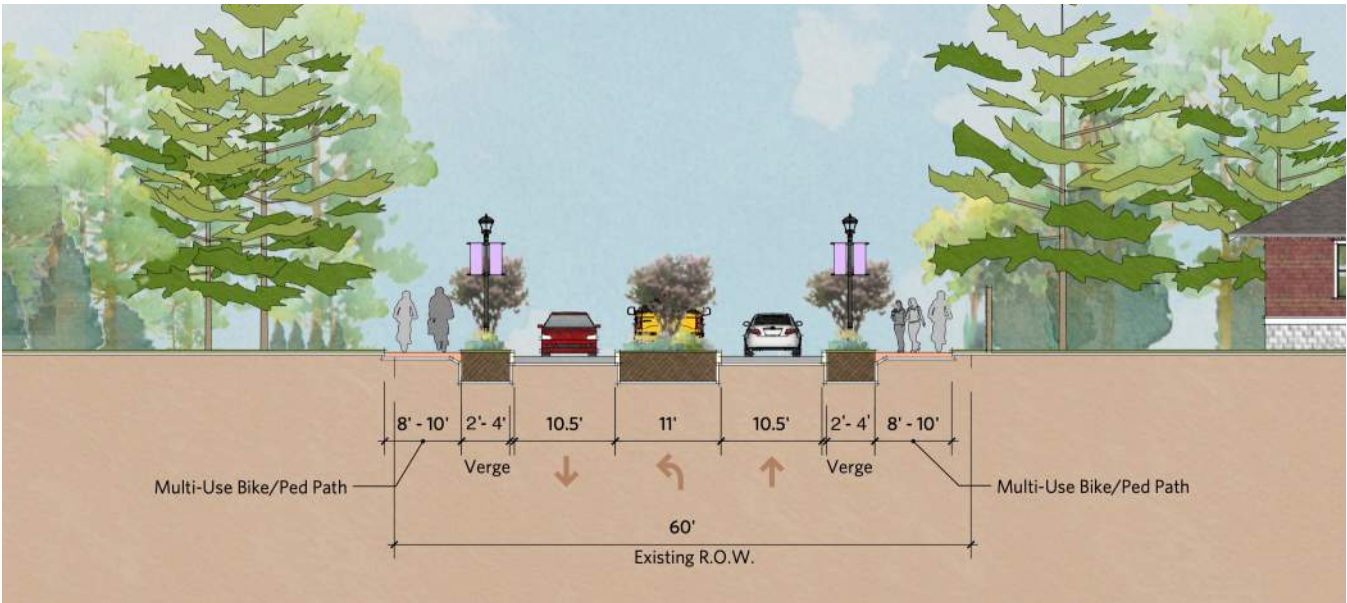
Adding planter barriers and low profile landscape could be added to the existing landscape verges between the curb and the sidewalk to enhance safety. If this becomes the ultimate configuration, a landscape median can be added in between intersections with left hand turn movements.



Section and Plan of Augusta Street Residential Frontage Improvements showing additional median and pedestrian safety barricades in landscape verge.



PHASE II - FULL BUILD-OUT POTENTIAL



Section and Plan of Augusta Street Residential potential Frontage Improvements including curb and drainage relocation with wider landscape verge and multi-use paths





In the Phase II improvement scenario, Augusta Street would feature a raised, landscaped median separating north-bound and south-bound traffic. Pedestrians and bicyclists share a wide, multi-use path on either side of the street separated by a five foot wide raised landscape verge

### Implementing Phase II of a Road Diet.

This Phase II scenario of safety improvements maintains the existing Right-of-Way but would require relocating the existing curbs and drainage to create broader pedestrian zones on either side of the street. This configuration includes a raised landscape median that becomes a left-turn lane at key intersections. The reconstructed section would have 8-10' wide multi-use pathways for bicycles and pedestrians separated from moving traffic by a raised 5' landscaped verge.

This creates more of a parkway character along the residential frontage and adds additional protection through median-separated traffic and protected left-turn movements. This approach also recommends relocating utilities underground and improving lighting

The broader pedestrian zone offers much safer conditions throughout this stretch of corridor.



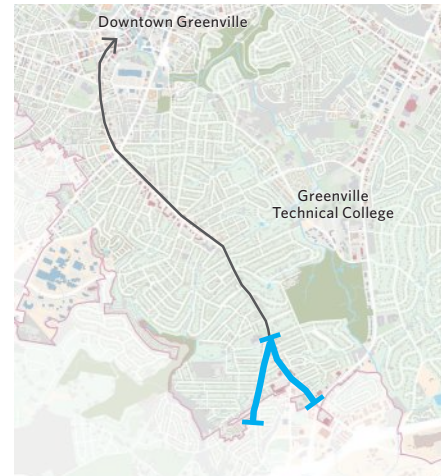


# AUGUSTA STREET — AREA 05

## OLD AUGUSTA ROAD & MAULDIN ROAD

Area 05 of Augusta Street extends from Old Augusta Road to the Mauldin Road intersection. The turn lane is reintroduced at Crystal Avenue as the road nears the intersection of Augusta Street, Potomac Avenue, Mauldin Road, and Augusta Road. The area is the closest to I-85 and is characterized by large format retail, parking, and institutions such as churches and the Augusta Road Ramsey Family Branch Library. Planting strips are limited or non-existent in this section with the sidewalk set against the travel lanes of traffic.

The GVL2040 Plan calls for this area to urbanize as a higher density, mixed-use node over time. Currently, the area is defined by a large number of underutilized commercial sites that will redevelop over time. Individual roadside commercial sites also occupy the frontage along with some apartments and a church. This pattern creates the transition to single-family neighborhoods to the east and west. The high volume of traffic and proximity to the I-85 interchanges creates challenges to developing higher density as this area evolves. Considerations for how safety improvements in this area relate to the future vision of land use intensity will be important.



### ESSENTIAL ELEMENTS

- Transitional zone between residential and larger format retail
- Sidewalks are primarily adjacent to travel lanes
- Development has no consistent set-backs with parking primarily against the back of the sidewalk



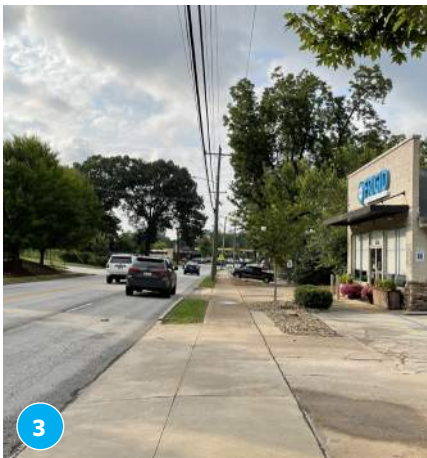




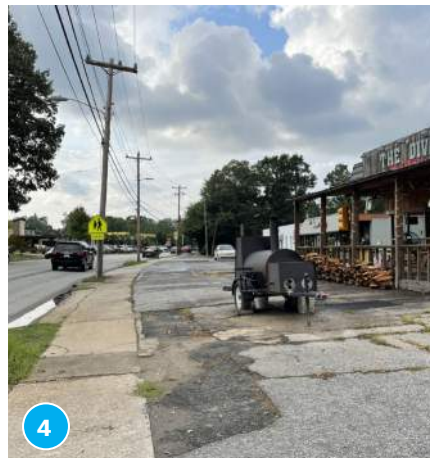
Augusta Street, looking south near Mauldin Road



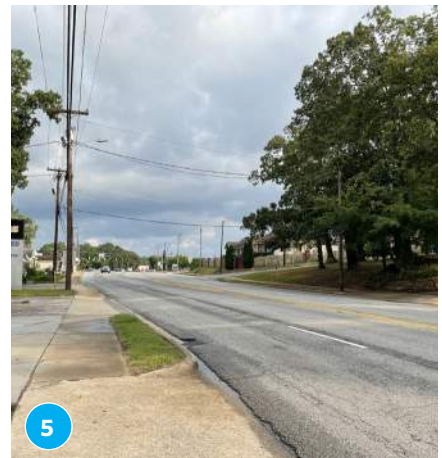
The east side of Augusta Street, looking north near Crystal Street



The west side of Augusta Street, looking north near Crystal Street



Augusta Street, looking north near Douglas Drive



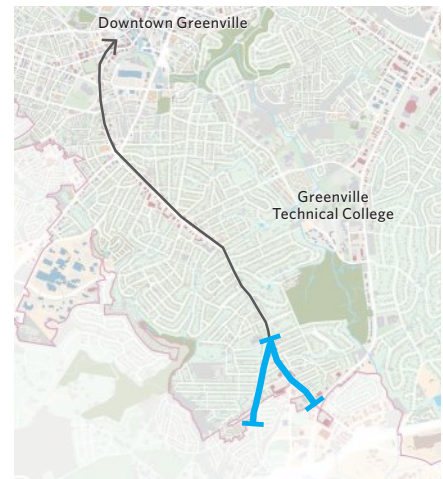
Augusta Street, looking south near Douglas Drive



# AUGUSTA STREET — AREA 05

## URBAN DESIGN RECOMMENDATIONS

Area 05 is the least defined in terms of character and how access and safety elements can be envisioned given the change in character projected in the comprehensive plan. New criteria is needed for setbacks, site development, building placement and public open space as well as pedestrian and vehicular infrastructure. This study recommends a mobility plan be developed to define access, street character, and land use patterns needed to accommodate the future land management policy of a mixed-use, urban node. This will require collaboration with the county in land use and infrastructure planning.



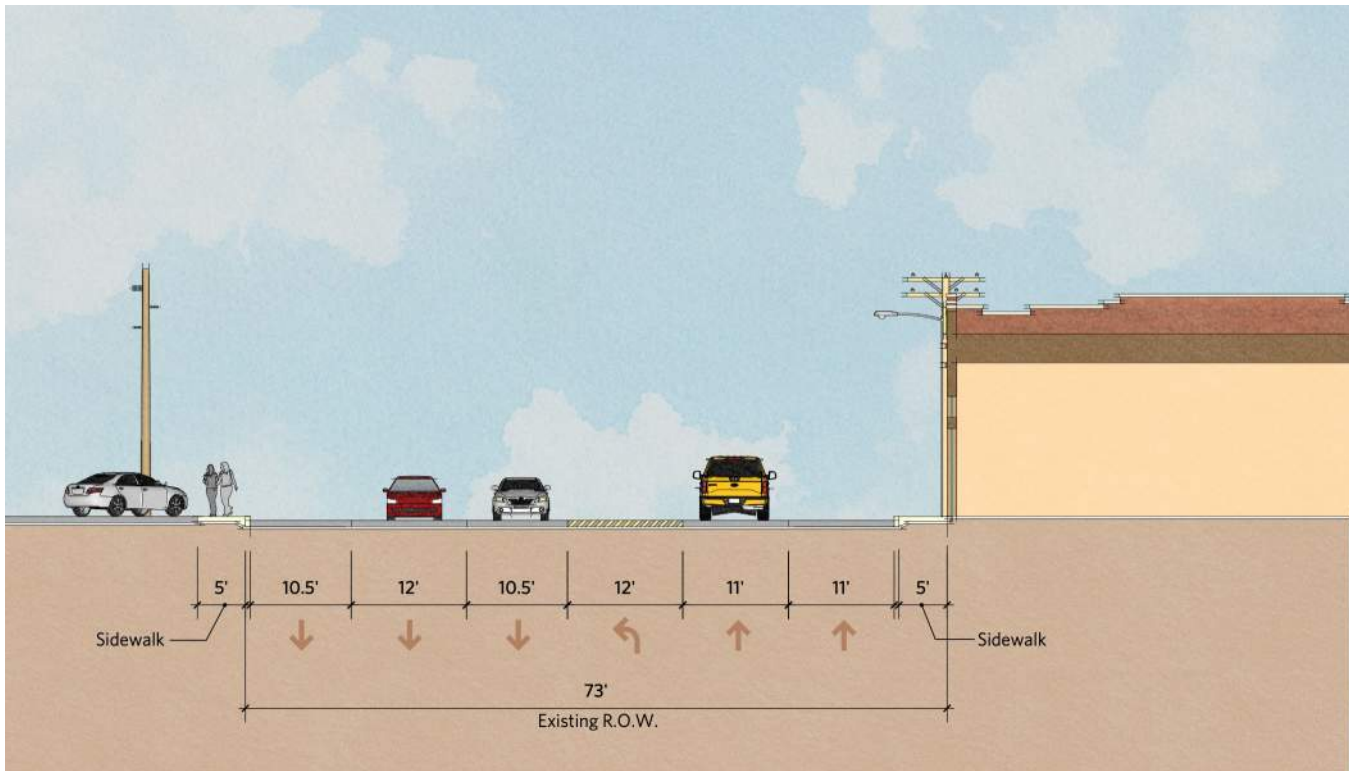
### KEY RECOMMENDATIONS

- Consider expanded sidewalk and landscape zones flanking the arterial streets - Augusta, Mauldin, and S. Pleasantburg Drive
- Develop a specific plan for this area to identify development capacity, infrastructure improvements, access and transitions between single-family and mixed-use node land use and building type strategies
- Consider medians, roundabouts and gateway treatments to define this area as an important arrival experience into the city
- Prioritize ADA-compliant upgrades to existing bus stops



Examples of infrastructure improvements along major corridors serving higher density, urban development





Area 05 Existing Section



Area 05 Proposed Section



